

H-017-001

1 higher than the other options. So, I wholeheartedly
2 support the tunnel option because it, first of all, keeps
3 more traffic off of Alaskan Way and, secondly, it opens up
4 all of the green spaces and park blocks for pedestrians,
5 and the bicycle lanes, and much wider sidewalks. So, that
6 plan I'm recommending, as one voter tonight.

7 ERIN HOWSHAR: My name is Erin Howshar. I am a
8 resident on Alaskan Way, and I've lived there for
9 approximately four years.

10 I'm concerned about the Draft Environmental Impact
11 Study because I don't feel that it adequately addresses a
12 lot of issues that should be addressed for Downtown
13 residents. One, I don't feel it adequately addresses the
14 alternatives in a comprehensive manner. It only addresses
15 five alternatives, and does not address at all, routing
16 traffic other ways through the city and through the
17 downtown area. It does not focus on minimizing impact to
18 Downtown residents, and especially along the waterfront. I
19 don't feel that it adequately addresses the economic impact
20 that is going to be had to Downtown residents and business
21 owners along the waterfront, especially with regard to the
22 plan to build a temporary viaduct along Alaskan Way and in
23 front of many of the businesses and residences that are
24 downtown.

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25 I don't feel that the Environmental Impact Study

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Further analysis of alternatives was completed for the 2006 and 2010 Supplemental Draft EISs, and this Final EIS. The alternatives are described in Chapter 3 of the Final EIS. The Battery Street Flyover Detour shown in the 2004 Draft EIS has been eliminated.

The lead agencies plan to maintain access to businesses and residences throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable. Mitigation measures for parking, pedestrian and vehicle access, and business assistance are discussed in Chapter 8 of the Final EIS. No residential displacements are expected with the preferred alternative. The project team will continue their coordination and mitigation activities with local businesses and residents, freight/delivery companies, the Port of Seattle, neighborhood groups, and other affected groups.

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There are specific impacts that WSDOT can compensate for, such as excessive noise and vibration levels or damage to property. However, impacts that are not quantifiable are generally not compensable. If you experience impacts during construction, please call our 24-hour hotline, 1-800-AWV-LINE.

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1 adequately addresses how to compensate for disruption of

H-017-003

2 residential privacy, and I don't feel that the

3 Environmental Impact Study adequately addresses improving

4 the current infrastructure through the downtown area.

H-017-004

5 I was also disappointed that the hearing today was

6 not a public hearing, that residents did not get a chance

7 to hear what everyone else was saying, and to be heard by

8 their fellow Downtown residents.

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9 I also don't think the Environmental Impact Study

10 adequately addressed public safety, during the construction

11 project and after. Thank you.

12 ROBIN ATLAS: I just wanted to say that this is

13 probably the biggest project that this city has undertaken

14 in decades, and the City's only got one chance to really

15 make it right. And I think that, in my opinion, as someone

16 who lives on the waterfront, I'd like to see the waterfront

17 and the downtown area reconnected, with lots of open, green

18 space. And I think in order to accomplish that the best

19 alternative is the tunnel. It doesn't seem to me that in

20 terms of time and inconvenience, if it takes, you know, one

21 year or six months, here or there, it doesn't seem to make

22 a lot of difference, and I'd like the City to really think

23 very carefully about what impact this is going to have to

24 all of us that live in the waterfront area and play in the

25 waterfront area, and spend your dollars wisely. That's

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Fixing the larger transportation infrastructure through the downtown area is beyond the scope of this project. Please see Chapter 3 in the Final EIS for a description of each alternative in the project area.

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We understand that members of the public may prefer different ways to share their comments. In order to encourage as much feedback as possible, we provided several options. At the hearings, attendees could submit comments on a written form, on a computer using an electronic form, or verbally to a court reporter. In addition to the meetings, the public could submit comments by mail or e-mail to the program team. The program team often holds open house-format public meetings to provide as much flexibility as possible to the public. With an open house format, hearing participants are able to come and go to the meetings as their schedules allow, making the meetings more convenient for many people.

H-017-005

Updated information on public services (including police, fire, etc.) is provided in the Final EIS. In addition, the content and level of analysis conducted for the document is consistent with the level of design to inform the public and decision-makers of the probable consequences resulting from the project or from inaction.